Attorney Docket No. LUKP:106US U.S. Patent Application No. 10/773,027

Reply to Office Action of March 21, 2007

Date: June 21, 2007

Amendments to the Specification

Please replace paragraph [0009] with the following amended paragraph:

[0009] According to the invention, the clutch system is mounted not directly on the

engine shaft, but on the transmission. Because the clutch system (approximately 20 kg) has a

lower weight than the transmission (40 kg), this method is advantageous because it enables an

easier assembly. Accordingly, in the method of the invention, the two clutch plates of the clutch

system and the secondary mass of the dual mass flywheel our are first set on the transmission. In

order to hold the clutch on the transmission radially during the assembly, an existing pilot

bearing may be integrated in the clutch parts.

Please replace paragraph [0039] with the following amended paragraph:

[0039] Figure 2 shows a system having the clutch system 106 according to Figure 1 fitted

within clutch bell housing 117. In this system, and an axial force support of clutch system 106 is

provided. Furthermore, axial fixing 111 of release system 118 is shown. Release system 118 in

this system has an interior stator 110.

Please replace paragraph [0046] with the following amended paragraph:

[0046] Depicted in Figure 6 is a system having an exterior lock element 116 and the

primary mass part 114 of the dual-mass flywheel according to Figure 5 that is bolted to the

engine shaft. Furthermore, torsional shaving slaving element 107 is designed as a key and

provided in the area of a primary mass part 114 on the clutch side. In this arrangement a bearing

119 is disposed between primary mass part 114 and secondary mass part 104.

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